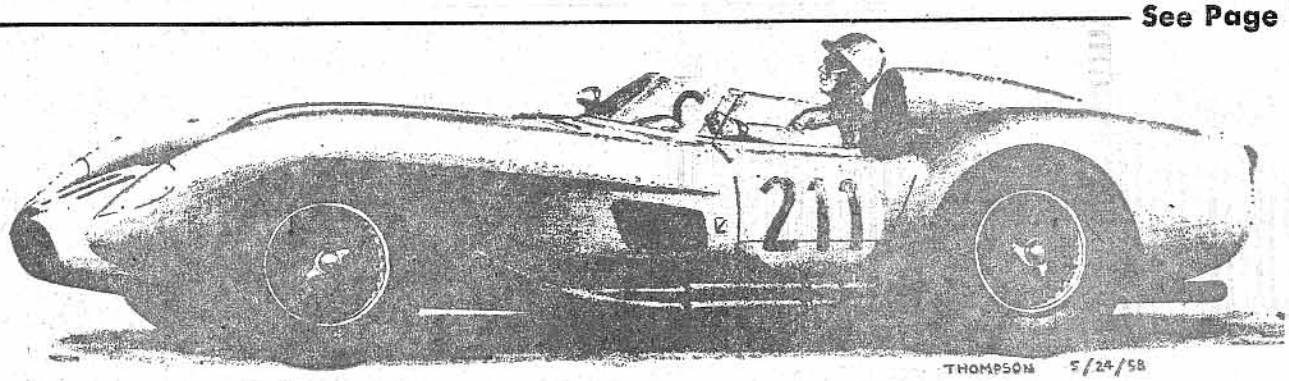
TOP FIELD IN SANTA BARBARA RACES

See Page 1



EXCELLENT artist's sketch of Richie Ginther in Johnny von Neumann's 3-liter, 12-cylinder Ferrari 250TR was made by Jonathon Thompson, student at L.A.'s famed Art Center School. Ginther is among top threats for 9th CSCC Santa Barbara Sports Car Road Races May 31-June 1.

MOTOR RACING

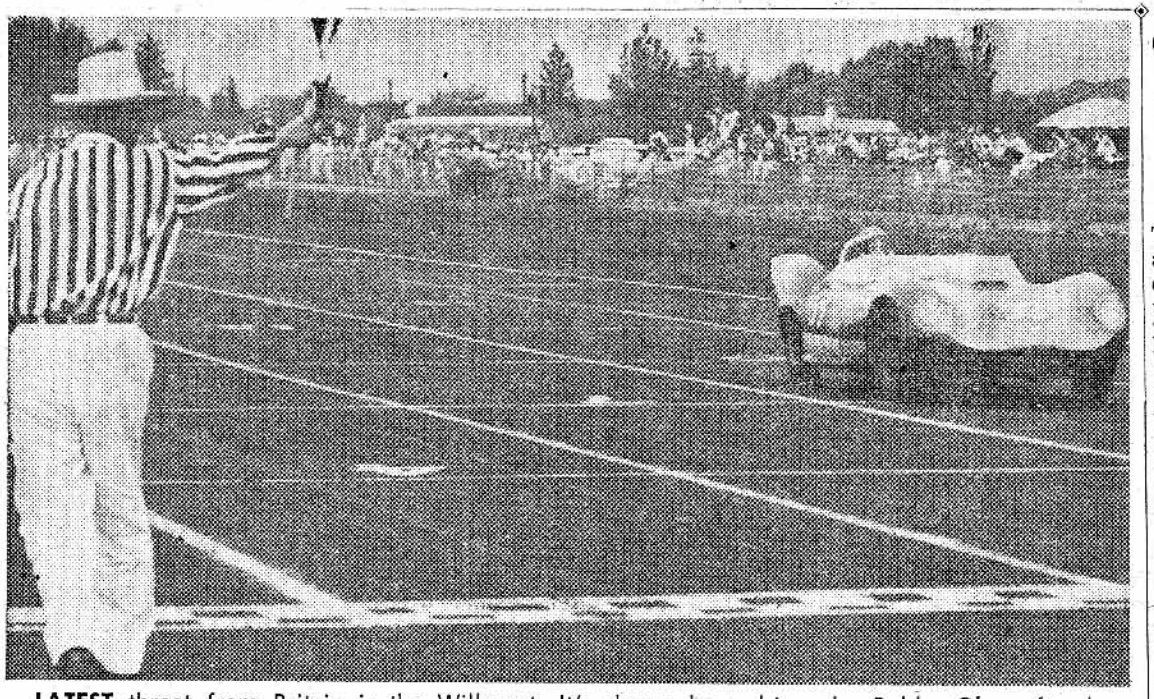
Vol. 3—No. 16 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © May 30-June 6, 1958

Monza Victor Guns Belond-AP Special In '500' Grind

Will Bryan Hit $300,000 Indy Jackpot May 30th?

INDY FAVORITE—Although three-times holder of the National Championship, America's equivalent to the FIA World's Championship, Jimmy Bryan of Phoenix, Ariz., has yet to win the 500-mile Indianapolis classic. This might be his year at the wheel of the Belond-AP Parts Special. Car won last year driven by Sam Hanks, Pacific Palisades, Calif., who retired. Bryan qualified at average of 144.185 mph over the 4-lap, 25-mile route. Bryan will pilot this car in Monza "500" June 29.

TOP FIELD IN 9TH SANTA BARBARA RACES MAY 31-JUNE 1



LATEST threat from Britain is the Willment. It's shown here driven by Bobby Oker after he won the small-bore modified feature. He also was fourth overall in the main event. The 1½-liter car is distributed in the West by West Coast Racing, Inc.

Willment Car Draws Raves

By Special Correspondent

HONOLULU, T.H., May 20—Yes, they're still gabbing about the dicing during Hawaii Speed Weeks at nearby Dillingham Field, Mokuleia, some 26 miles from this city, on May 10-11.

While the meet may not have been successful from a promoter's point of view—it did prove quite interesting otherwise. Islanders, of course, are extremely happy with the showing of their former pro stock-car racing idol—Jimmy Pflueger.

During the Speed Weeks preview last month, mechanical ailments hit the Corvette mill that

(Continued on Page 5, Col. 5)

Monaco to Trintignant

MONTE CARLO, May 18—France's Maurice Trintignant, wheeling a 1.96-liter British Cooper, won the Grand Prix of Monaco here today in a gruelling event that saw only 6 of the 16 starters finish. Some 50,000 fans, including Prince Rainier, and Princess Grace (Kelly), viewed the action.

Second and third, respectively, in Ferraris were Luigi Musso, Italy, 23.3sec back, and Peter Collins, England, 47.8sec behind. Trintignant's time for the 195-mile event was 2 hours, 52min., 27.9sec., a new record. Average speed over the "1000 Corners" course that winds through this resort city's streets was 68.04-mph. Three laps behind in 4th was Australian Jack Brabham in a 2.2-liter Cooper.

FIA officials declared that by virtue of his runner-up berth today, Musso has moved into the lead for the world's driving crown currently held by Juan Manuel Fangio of Argentina.

Among the non-finishers was Sterling Moss, a leader at one point, whose Vanwall succumbed to fuel pump trouble.

MOTOR RACING

Vol. 3—No. 16 **(Published Bi-Weekly) 15c** 44 May 30-June 6, 1958

Gurney, Von Neumann Among Dicers at Airport Course

By Maury Powell

SANTA BARBARA, May 27—There'll be a rather decent array of machinery dicing here come the weekend, which brings the 9th running of the Santa Barbara Sports Car Road Races under CSCC aegis.

Among other things, it marks the CSCC debut of Lance Reventlow's promising RA Scarab Mk. I. The Corvette-powered auto has given every indication of being a winner in SCCA efforts at Palm Springs and Danville, Va., but is still in the maiden ranks — as they say around the horse-racing plants.

BUSY SCUDERIA

Johnny von Neumann's big van figures to be a real bee-hive of activity, what with the entry of his 2.5-liter Ferrari 750TR, the 3-liter Ferrari 250TR of Richie Ginther, and an MG Special to be wheeled by Johnny's daughter, Josie McLoughlin for the non-distaff races.

Some 18 Corvettes do battle with the Ferrari GT's piloted by "Robbie" Forbes-Robinson and Jim Connor.

Riverside's smooth-driving ace, Dan Gurney, livens up the field for big-bore modified action in Frank Arciero's 4.9 Ferrari, which checkered at Paramount and Palm Springs in its last two outings. This is probably the team to beat on the 2.2-mile Santa Barabara Municipal Airport (Goleta) course.

Jack McAfee, fresh from his double-feature triumphs at

(Continued on Page 3, Col. 3)

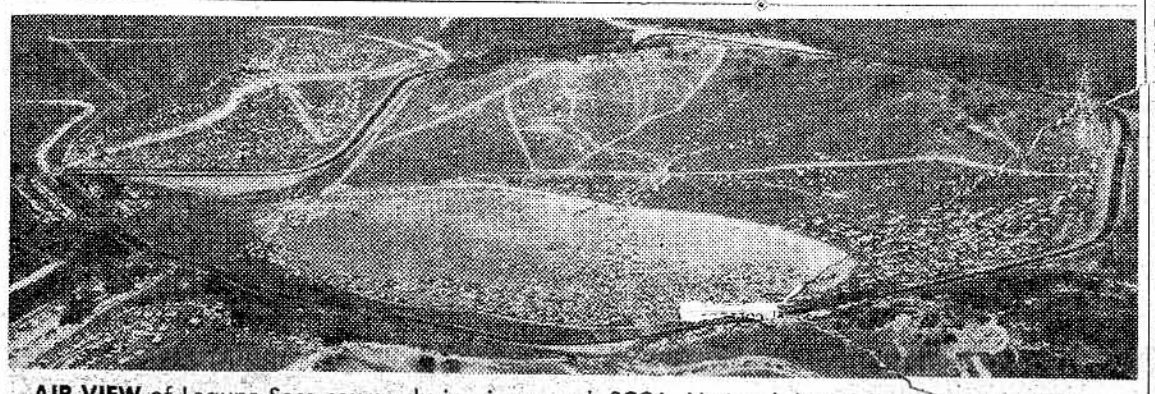
33 LEADFOOTS SET FOR '500'

INDIANAPOLIS, May 26 — The 33-top clockers who emerged after four days of Indianapolis 500-mile qualifications are now girding for Friday's classic. The final field, as usual, was a composite of racing veterans who had been favored to qualify and eager, up-coming rookies making the grade through a combination of skill and luck.

Thanks to his record-breaking opening day run, May 17, the pole-sitter is Dick Rathmann, former Southern Californian who now resides in Miami, Fla. He averaged 145.975mph in the McNamara Special. The car is one of four built by A. J. Watson, 34-year-old Glendale, Calif., whiz, all of which qualified. It was sold sans engine a fortnight before opening trials to Lee Elkins, trucking mogul of Kalamazoo, Mich.

The other three are piloted by Ed Elisian, Oakland, Calif., timed at 145.926; Jimmy Reece, ex-Oklahoman living here now, 145.513; and Jud Larson, Tulsa, Okla., 143.512.

Jimmy Bryan, Phoenix, last year's Monza 500 victor, sits in the third row of the three-abreast grid at 144.185 in the Belond-AP Parts Special. He is favored by many



AIR VIEW of Laguna Seca course during inaugural SCCA National last fall shows tremendous crowd viewing races. Pit area is at extreme left center. Note sharp right-angle turn which brings cars through pits at slow speeds. SCCA regional meet is set June 14-15 at the course located near Monterey. Site replaces the historic Pebble Beach course. Estimated 60,000 saw initial meet sponsored by SCRAMP.

FANGIO OUT OF INDY; MAY TRY CAR AT MONZA

By Special Correspondent

INDIANAPOLIS, May 14—Five-time World's (FIA) Champion Juan Manuel Fangio of Argentina today withdrew from this year's 500-mile classic.

An official statement was released by William D. Walther, director of research for Dayton Steel Foundry Co., in New York, but here's the gist of factors involved in the withdrawal:

1. Fangio had a fuel commitment with BP (British Petroleum) of London; the Walther car was under a General Petroleum Corp. (Mobilgas) agreement.

2. The language barrier. Fangio said he was pleased

(Continued on Page 2, Cols. 4-5)

Laguna Seca on June 14-15

MONTEREY, May 26—With the Laguna Seca Road Races slated for June 14-15, the Monterey Peninsula is girding itself for an even greater onslaught of sports car racing fans than the estimated 60,000 which descended upon it at last November's Pebble Beach National Championship races.

Reason: The great new Laguna Seca Race Course!

What with the national publicity this course has received, and word of mouth praise from Pebble Beach spectators, the Sports Car Racing Association of the Monterey Peninsula, Laguna Seca race sponsors, haven't a worry in the world.

By contract, SCRAMP is allowed to hold two races per year on the track which is situated on Fort Ord property. This will be the second annual offering.

Indications are, according to Clark McCartney, SCCA regional executive, for a more lengthy list of entries than they had for Pebble.

"Word of this utterly magnificent course has spread like wiledfire among SCCA drivers all over the nation," McCartney said. "It's one of the greatest things that's happened to the sports car world — to fans and participants alike."

Scott-Brown Wrecks, Dies

FRANCORCHAMPS, Belgium, May 18—Masten Gregory, Kansas City, one of America's top drivers, today won the Grand Prix of Spa driving a Lister-Jaguar, the same type of machine in which England's Archie Scott-Brown crashed and sustained serious injuries while leading. His car burned.

(Brown, 31, was born with no fingers on his right hand, but his skill and grit brought him to the top echelon of racing drivers in Europe. He died of his burns May 19 in a hospital in Varviers, Belgium.—Ed. note.)

Second and third in Aston-Martins were Paul Frere, Belgium, and Carroll Shelby, Dallas, Tex. Gregory's average was 121.16mph, timing at 1hr. 5min. 2.5sec. Frere clocked 1hr. 6min. 16.4 and Shelby 1hr. 7min. 13.2.

Three 500-Mile Races Slated

RIVERSIDE, May 26.—A record lap of 1:36.86 by Colby Scroggins, veteran sprint-car pilot, yesterday marked the final weekend of qualifications for the Big Three 500-mile racefest slated here at Riverside Raceway this weekend. A special time trial day remains for out-of-state entrants Thursday, May 29.

The speed slate calls for sprint machines to undergo the 500 grind Friday, May 30. This is followed Saturday by a midget cars, while on Sunday it's a Grand International under NASCAR sanction involving late-model stock cars of American and European heritage. Purse is $10,000 for the first two and

(Continued on Page 5, Col. 5)

Indy 500 Qualifiers

First Row—Dick Rathmann, Miami, McNamara Special, 145.974mph. Ed Elisian, Oakland, Cal., Zink Special, 145.926. Jimmy Reece, Indianapolis, Zink Special, 145.513.

Second Row—Bob Veith, Oakland, Cal., Bowes Special, 144.881. Pat O'Connor, North Vernon, Ind., Sumar Special, 144.823. Johnnie Parsons, Van Nuys, Cal., Gerhardt Special, 144.683.

THIRD ROW—Jimmy Bryan, Phoenix, Ariz., Belond Special, 144.185. Johnny Boyd, Fresno, Cal., Bowes Special, 144.023. Tony Bettenhausen, Tinley Park, Ill., Jones & Maley Special, 143.919.

Fourth Row—Jack Turner, Seattle, Massaglia Special, 143.438. Rodger Ward, Los Angeles, Wolcott Special, 143.266. A. J. Foyt Jr., Houston, Tex., Dean Special, 143.130.

FIFTH ROW—Don Freeland, Indianapolis, Estes Special, 143.033. Paul Russo, Webster Groves, Mo., Novi Special, 142.959. Billy Garrett, Burbank, Cal., Chapman Special, 142.778.

POWELL'S PICKS

1. Bryan; 2. Boyd; 3. O'Connor; 4. Foyt; 5. J. Rathmann; 6. Elisian; 7. D. Rathmann; 8. Veith; 9. Parsons; 10. Garrett.

Sixth Row — Paul Goldsmith, St. Clair Shores, Mich., City of Dayton Special, 142.744. Bob Christie, Grants Pass, Ore., Federal Engineering Special, 142.253. Eddie Sachs, Center Valley, Pa., Schmidt Special, 144.660.

SEVENTH ROW—Jud Larsen, Tulsa, Okla., Zink Special, 143.512. Jim Rathmann, Miami, Leader Special, 143.147. Al Keller, Green Acres City, Fla., Bardahl Special, 142.931.

EIGHTH ROW — Johnny Thomson, Boyertown, Pa., D-A Special, 142.908. Clark (Shorty) Templeman, Seattle, McNamara Special, 142.817. Jerry Unser, Long Beach, Cal., McKay Special, 142.755.

NINTH ROW—George Amick, Venice, Cal., Demler Special, 142.710. Eddie Johnson, Cuyahoga Falls, O., Bryant Special, 142.670. Len Sutton, Portland, Ore., Robbins Special, 142.653.

TENTH ROW—Art Bisch, Phoenix, Ariz., Helse Special, 142.631. Chuck Weyant, Springfield, Ill., Dunn Engineering Special, 142.608. Johnnie Tolan, Norwalk, Cal., Greenman-Casale Special, 142.309.

ELEVENTH ROW — Mike Magill, Haddonfield, N.J., Dayton Steel Foundry Special, 142.276. Dempsey, Wilson, Hawthorne, Cal., Sorenson Special, 143.272. Bill Cheesbourg, Tucson, Ariz., Novi Special, 142.546.

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• Racing Pow-Wow

By Maury Powell

JAY CHAMBERLAIN 'FREE-LOAD' DEVELOPS INTO A WET ONE

WETTEST press party we ever attended was the Jay Chamberlain thing May 22 booming the opening of his new sports car emporium (Jag, Lotus, Triumph, AC Bristol) at 4110 Lankershim, North Hollywood.

Took care of the commercial in that sentence, too. At any rate, the bar chaps weren't stingy with the main ingredients— and the day was flawlessly clear and warm. Too, Jay was showing the Amanda water scooter he's selling in a specially-constructed plastic pool about 20 ft. across.

Well, as the day wore on, it became evident that sooner or later a guest or two would be using that pool for other than scooting. Yep—a pretty, red-headed sports car columnist missed her footing on the scooter's deck and in she went! She was soon followed by a French car's sales rep, and later another chap went into the drink, forcibly.

Bud Lewis, the promotion man for Jay, was sweating hemoglobins galore—but everyone just took the whole thing good-naturedly. We think.

Lefty's Ad Really Pulled

Bill Love, who now champions the Willment cause, just became the proud poppa of a daughter . . . Lefty Jenkins reports his MOTORACING ad on Pirelli-type retreads caught the eye of William A. Ong, prexy of Ong Aircraft, Kansas City, plus others in Houston and Beaumont, Tex. . . . Check your ad schedule, if you're not using MOTORACING, you're robbing yourself blind! . . . Joe Lubin is importing a brace of 3.9 Aston Martins, one to be campaigned back East by Bobby Drake, the other on the Coast by Bob Oker . . . Lubin also may run the sleek, new AM coupe, which should be a threat to the Ferrari GT . . . John Edgar just bought an AM coupe from Joe before going to the recent Tracy Airport races.

Pat Murphy, Midwest Jag distrib, received a "no thanks" reply politely from Indy Speedway Prexy Tony Hulman regarding his offer to supply a pair of Jags for official and pace car use . . . Hulman took the long view awaiting the lifting of an American [illegible] assn. ban on any type of speed promotions, bought himself a Pontiac . . . Jack Cairns says he's fitted the Art Mugg Corvette with a new 290 cu. in. fuel-injected mill, and "look out below!" There's a rumble several Tony Parravano cars have been latched onto by the gov't internal revenue men, and only legal complications have thus far prevented a planned auction sale . . . Two Ferraris and one Maser are involved . . . The gov't is allegedly hounding Tony for about $2million in tax matters . . . Our apologies to Jim Stormont of JS Imports, sales reps for that "Soff" hand-cleaning kit, for calling him Starholm instead of Stormont . . . A near miss.

Why did Mary Davis miss a chance to repeat her win in the low-priced division of the recent Mobilgas Economy Run after she led the first few legs? . . . The dang automatic transmission of her Plymouth somehow got stuck in second gear en route to the finish at Galveston! . . . Jack Crooks says if you find Llano to visit his 1-mile circular track, where there's more action June 8, please wear Western clothes and be prepared to really rough it insofar as any conveniences are concerned . . . If you're a Mercedes-Benz fan, like Kim Novak, Sza Sza Gabor and a chap named Gen. Trujillo of the Dominican Republic, you should know that Novi Chief Mechanic Jean Marcenac has fitted M-B magnetos on the supercharged V8 Novi cars.

Fred Bogler is pitting at the Veteran's Adm. Hospital in Sepulveda, Calif. (same spot from which Editor Gus graduated), so send him get-well cards quickly . . . Sunnie Baker sure does a bang-up job as Women's Sports Car Club Newsletter fabricator; among other things she reports Ruth Doushkess became an Honorary Sheriff of Tombstone, Ariz., during the recent Econ Run .

Car Executive, Bride Enjoy Europe Jaunt

NEWLYWEDS—Sam Weill, Jr., regional sales manager of Competition Motors, helps his bride from a VW Karmann-Ghia convertible which delivered them directly to the plane's ramp starting their European honeymoon. They were part of group including 31 other Southern Californians touring 8 countries in 3 weeks driving VWs. Purchase of cars were in package tour deal proving more popular annually.

MOTOR RACING

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LETTERS to the Editor

THANKS, WE'LL KEEP TRYING

I have been receiving my copies of MOTORACING quite regularly and have been able to put them to good use. We certainly appreciate what appears to be your unique ability to dig up very interesting bits of news before they are published elsewhere.

I hope your staff continues to keep up the good work and my 1959 subscription will be a sure thing.

I would appreciate when addressing my copy of MOTORACING you change my address to read Apt. 107 rather than Apt. 207.

E. D. Clem
Toronto, Ont., Canada

THEM'S KIND WORDS, SIR!

We want to thank you for the wonderful response we are enjoying from the placement of our advertisement on page 7 of your issue of May 2-9, 1958.

The layout and your selection of the correct spot for this type ad was excellent, also very effective.

Your publication has proven to us the fact that sports car enthusiasts do read MOTORACING.

Again we thank you for a job well done.

Yours truly,
Calif. Sports Car Accessories,
Lou Falcon, Mgr.

WE JUST PRINT THE NEWS

First of all I want to say that I enjoy the paper very much.

From the columns written by Gus, Powell and the rest one has to assume they are simon pure furrin car bugs and just can't quite take the lowly Corvette.

I refer to all the very loud praise that has been forthcoming since Richie Ginther and his Ferrari won the Palm Springs. There is no doubt that he won and fairly but no one has bothered to point out the fact that Richie is one of the top ten drivers in the country and at best the man driving the Corvette is way below him in experience and ability, a lot of ability being spelled "MONEY."

Maybe I am prejudiced but I would venture to say Jerry Austin driving the car he had last year on the course would have beat the Ferrari by at least half a lap, so why all the crowing? Wait until the end of the racing season, then if the Ferrari consistently wins it is fully due the praise.

However, I might point out the fact that a lot more of your readers are driving Corvettes than you will find driving the Ferrari G. T.; most of us can't afford the price of the G.T. or the prohibitive maintenance on one.

Another question I have is about the eligibility of drivers.

I know one driver who competed at Palm Springs that was a go-for-dough jockey in sport car races less than a year ago. I know another in the same circumstances that is entered at Santa Barbara.

Like I said, you have a lot of readers who like Corvettes, so let's give the beasts a word of praise occasionally; sometimes I feel like jumping mine off in the pond but when it is running it is something to be proud of.

George Garrett,
El Segundo, Calif.

WELBORN DOES WELL

GREENSBORO, N. C., May 11—Home-town pilot Bob Welborn, driving a 1957 Chevrolet, won the NASCAR Grand National stock car race today. Lee Petty, Oldsmobile, was 2nd and Jimmie Johnson, Ford, 3rd.

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Slightly Modified

BY W. R. C. SHEDENHELM

HEY. DID you notice that German-type driver in the pits at the last Palm Springs? With the leather shorts bit? And the great, elaborate burgomaster pipe with the pewter lid? Did you happen to notice that no smoke was coming out of the thing although he seemed to be smoking it all the time? Well, we have it on very good authority that this chap smoked well over two-fifths of vodka during the race weekend.

SHEDENHELM

As everyone knows, we are very much against the practice of drinking intoxicants in the pits and we would have very much preferred to have the burgomaster in the can.

SING A SONG OF SIX PACKS

We've been working on a sentimental, Ivy League sort of sports car drinking song. We've only got the first chorus so far, and will let clearer heads take over from here out. It's to the tune of "The Whiffenpoof Song." All together now, as we leap into the pool:

"From the tables down at Bobbie's
To the place where Lew Yates dwells
To the dear old Temple Buell we love so well,
Sing the Partypoops assemble,
With their egos raised on high,
And the magic of their drinking casts its spell."

THE SHY ONE

There is a sports car driver friend of ours, who, while a very excellent driver and a consistent winner, is extremely shy. So shy that he simply can not stand all the applause, cheers and other homage he receives when he wins a race. It utterly terrifies him. It makes him so unhappy that he seriously thought of giving up racing altogether. He tried placing second or third in his races, but that didn't work. He is too good a driver for his conscience to permit that.

Well, sir, one day he started thinking about some of the drivers he knew who had Public Relations men to help keep them in the public's eye. The idea completely revolted him, but suddenly he had a magnificent idea. He hired a Private Relations man to keep him out of the public's eye!

Now, when he pulls up to the finish line after winning a race, he pays no attention to the shouting crowd, to the handshakers and the backslappers. He accepts the checkered flag with downcast eyes, then darts a quick glance at his Private Relations man, standing well back in the crowd, conservatively dressed in a charcoal grey double-breasted suit, with a black knit tie. The Private Relations man, without the slightest expression on his austere face, gives the driver a very clipped "well done" nod, turns on his heels and leaves the course.

As the driver never goes to Victory Dinners, where he might be applauded, the Private Relations man picks up his trophy, and a week or so later slips it into his trophy room without mentioning a word about it.

Fangio Quits Indy 500

(Continued from Page 1)

with all the advice proffered, but there was too much of it and some conflicting matter that puzzled him on important Indy items.

3. Car unsuitable. The Dayton car wasn't handling properly.

4. Insufficient practice time. Although Fangio desired more time on the track, the car's crew would run it only briefly.

According to the Walther release, the car will be readied for the Monza "500" June 29th should Fangio decide to compete. Here's the statement:

"Because of unexpected complications and due to the fact that the car is not in the optimum condition to permit Mr. Fangio to uphold his reputation as World Champion race driver, George Walther, Jr., president of Dayton Steel Foundry Co. regrets to announce that Mr. Fangio will not be able to participate in the Indianapolis 500-mile Race in the Dayton Steel Foundry car.

"In accordance with the agreement reached last March with Mr. Fangio's manager, Marcello Giambertone, Fangio came to Indianapolis to try the car and to study all aspects of this important event.

"In accordance with this agreement, Mr. Fangio has decided not to enter the Indianapolis Race. We are presently preparing the car to place at the disposal of Mr. Fangio for the Monza Race in Italy, June 29."

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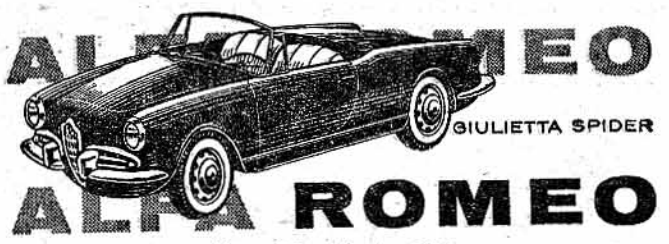

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• Vignettes

By Gus V. Vignolle

CONVENIENT LOOPHOLES GET SCCA OFF HOOK

"Be wise with speed;
"A fool at forty is a fool indeed."—EDWARD YOUNG.

WHEN THE WESTPORT Pharaohs muscled through that rule on going True Blue and kibo$hed the pro$, the Retrousse Smart Set began raising questions about Nassau.

In case you don't know, this is quite a social fandango. Some of the old SCCA diehards wouldn't think of missing this one. This is the cult that enjoys donning the ice cream coat and belting the pate de fois gras and martini before and after sunset as much as going fast.

Since going True Blue, or strictly amateur, this meant that Nassau was out for the SCCA claque. You don't get any gelt at Nassau for going fast. But jolly old **"Red" Crise,** the short-trousered Bahamas Bahadur, and the Nassau Development Board, the official cymbal-bopping agency for that bit of paradise, lessened the financial burden for many.

Free-loading at Its Finest

Depending on the alleged importance of your name as a driver, they picked up your tab for getting you and/or your car from Miami to Nassau. Depending on your classification, too, you were able to freeload for hotel and/or non-liquid nourishment.

That was a neat package. But now it seemed to flit out the window with the SCCA going True Blue. Hold everything, though. **Jason Tenweather** and **Gideon Feeyatt,** our Nassau spies, report that the Westport Pharaohs still wanted to sail for the Nassau deal, and the hell with being True Blue.

Capitan Crise, of course, didn't want to blow this deal. He has worked long and diligently to develop this annual outing. Jason and Gideon report that in order to legally circumvent the True Blue edict, Capitan Crise was not going to pop for any transportation, hotel rooms and victuals.

Thus no tinge of profe$$ionali$m. The point is, not that Capitan Crise was instituting this nefarious practice, but that the Westport Pharoahs, or SCCA Contest Board, were allowing Capitan Crise to make the changes.

Coups of Bucks Does Trick

In short, according to Jason Tenweather and Gideon Feeyatt, outright subverting of the law through the simple expedient of charging $1 for transportation and $1 for your room!

In this way you are not only True Blue; you are Lily White. You get nothing gratis; on the contrary, you make those token payments. The only free item is that wondrous Bahamas fresh air.

This would keep Nassau outside the filthy clutches of the Road Racing Division of USAC, all of the SCCA boys and girls go over "at their own expense," nobody gets the gelt tinge and everything is hunky-dory.

Isn't that just the sweetest little deal you ever heard of, at, by and for?

If you are what the late **Ed Durling** termed a young oldtimer, this should not surprise you too much. This isn't the first time the Westport Pharaohs have changed the rules, something at which they are more than adept.

Always There's A Loophole

This observer recalls that when Sebring became a "go-for-gelt" deal, the Westport Pharaohs or someone, like an attorney in his "legal" gobbledygook mouthings, found some loophole. The changes were made. Sebring was exempt. The SCCA competed. Nobody was hurt.

Now Nassau. Nothing is impossible. Man can do what he can imagine, including, like **Bill Shedenhelm** says, manufacture jellied bourbon and vodka ice cubes!

★

How is the new pro setup shaping?

The Road Racing Division of USAC, with headquarters in NY, has a tentative schedule of four races, to-:wit: Sept. 7, Lime Rock, Conn.; Sept. 21, Virginia Int'l Raceway; Sept. 28, Marlboro, Md., and Oct. 12, Riverside, Calif., Int'l Raseway.

Three sectional chiefs have been named—**John Fitch,** east; **Bob McKensie,** midwest, and **Steve Mason,** west. **Ed Kemm** of Virginia Raceway will be director of the Road Racing Division in NY, although **Duane Carter** rules as overall director of racing for USAC.

Riverside's Purse the Largest

Purses aren't going to be fabulous at the outset. They're shooting for a $2500 purse at each event against 20% of the gate, and the Riverside nudge will be fatter—a guarantee of $12,650.

And it was good to hear that FID BLUNK will operate out of Gotham as pubrel chief of this new USAC bracket. He's the son of FRANK M. BLUNK, the affable and expert motoring writer of the NY Times. We met Fid at Nassau and were impressed by him.

2 Meets Set, 2 More Tentative This Year:

USAC Names Road Racing Committee

INDIANAPOLIS, May 21—The United States Auto Club announced today that professional sports car races have been scheduled at the Virginia International Raceway at Danville, Va., Sunday, September 21, and at the Riverside International Raceway, October 12. In addition, races are scheduled tentatively for September 7 at Lime Rock Park, Lime Rock, Conn., and for September 28 at Marlboro Motor Raceway, Marlboro, Md.

USAC has established a Road Racing Competition Committee to supervise the activities of its newly-formed Road Racing Division. Thomas W. Binford, president of USAC, announced the appointment of Edward Kemm, as chairman of the committee.

Other members of the committee,in addition to Binford are Duane Carter, USAC director of competition, W. Russell Boss, Hoxie Warwick, Rhode Island; Luigi Chinetti, New York; John Fitch, Lime Rock, Conn.; Art Lathrop, Indianapolis; Steve Mason, Los Angeles; Bill Smyth, Dallas, Tex.; George Tilp, Westfield, N.J.; Bob McKinsey, Washington, D.C.; S. H. Arnolt, Warsaw, Ind.; Allen Guiberson, Dallas, Tex.; Sherwood Johnson, Greenwich, Conn.; Robert Estes, Inglewood, Calif.; J. Gordon Betz, Beverly Hills, Calif.; Rene Dreyfus, New York, and Lindsey Hopkins, Miami, Fla.

Applications for membership in the division will be mailed immediately to prospective participants.

Walsh, SCCA Prexy, Airs Views

(Following is a statement released from Westport, Conn., by Edward J. Walsh, Jr., president of SCCA, regarding USAC's formation of a pro sports car racing circuit. MOTORACING was among the "several sources" making the request for an SCCA statement.)

The recent announcement by USAC that they have formed a professional sports car racing division has brought requests from several sources for a statement by SCCA officials. Actually no statement is needed, since the stand of the Club on professionalism is well known and remains unchanged by USAC's new plans.

The SCCA was founded as amateur club interested in "the preservation and operation of sports cars, to act as an authentic source of information therefore, and to provide events for those cars and their owners."

This purpose has not changed through the years, and the current officers and members of the Contest Board, after making an exhaustive study of current proposals, are unanimous in rejecting professional racing as being not in the best interests of the Club. Our members and Regions are increasingly voicing their support for the maintenance of the Club's ideas and amateur standing, and are reporting their dissatisfaction with what they have seen and experienced at professional races in other branches of the sport.

Experiments with professionalism on the West Coast have apparently proven highly unsatisfactory to those attempting it, and furnish no new evidence to support the view that its introduction into the Club would benefit the members. Those few drivers who have gained sufficient skill and experience under the SCCA system of amateur racing to advance to the international scene are, of course, free to make their own choice.

Santa Barbara May 31-June 1

(Continued from Page 1)

Tracy Airport, mounts a pair of Stan Sugarman's peppy cars, the No. 88 Porsche RS and little "Pooper." He is slated to once more tangle with Ken Miles, who is smarting over the Pomona win chalked up by McAfee, and a lively go is in the offing for certain.

TRIES AGAIN

George Beavis keeps trying with his F-II Meyer-Drake Offy Special, which should go like blazes if everything hangs together. Carlyle Blackwell wheels his D-Jag. Skip Conklin, Jay Chamberlain and Frank Monise wheels speedy Lotuses into battle. Don Hulette, whose Paramount dicing with Jerry Austin's D-Jag will long be remembered, again pilots his Jag Special.

There are evidently some T-Bird die-hards around and a chap named Johnny Rogell of Sierra Madre goes in the Ford product this weekend. Couple other optimists named Art White, MGTD, and Chuck Nerpel, F-III homebuilt 500cc, take the escape road from their Fourth Estate chores.

Co-chairmen for the event sponsored by the Santa Barbara Junior Chamber of Commerce are Curt Warshawsky and Dave Bracken. Action starts about noon both days.

The two Sunday features are 25-lappers.

COMING OUT TO THE

NEVADA GRAND PRIX
NEAR LAKE TAHOE
JULY 26-27

SPORTS CARS CLASH MAY 31 AT SPOKANE

SPOKANE, Wash., May 26—Upwards of 70 cars are expected to compete in the International Conference of Northwest Sports Car Clubs meet billed Saturday, May 31, at Deer Park Airport, 18 miles north of this city, according to Publicity Chairman Jack Deno, Sports Car Club of Spokane.

Entries closed May 24, but late listings will be accepted at $7.50, he said. First race starts 1 p.m. for Class VI, VII, VIII and IX cars. Race 2 is for Classes I through V. Race 3 is for modifieds over 1500cc. Race 4 features the under 1500s and Formula III. The Race 5 finale is for Formula Libres.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

ROAD RACE PROMOTIONS NOT A BED OF ROSES

DEAR GUS:

Last year's Laguna Seca races started a chain reaction which indicates that the local SCCA will have a very busy and successful season of road racing. It also stirred up the professional group to a realization that here was a deal that should be looked into.

Road racing, as presently practiced, is a hobby and an avocation, and through the liberal use of free labor and executive talent it has managed to exist as an amateur sport and make a little money for the sponsors, usually a non-profit charitable organization. That is the secret of its present success. Now the professional promoters hope to step in and cut a piece of this melon.

The S.F. Region of SCCA is using a minimum of 350 workers and officials to put on an 11-race, 2-day program on a 9-turn, 2-mile course. These workers are all experienced in their specialized duties and probably would not be available at any price for a pro race. This was demonstrated at the early Sebring races when some flagmen were left on turns for 6 or 8 hours without relief and some turns were completely abandoned.

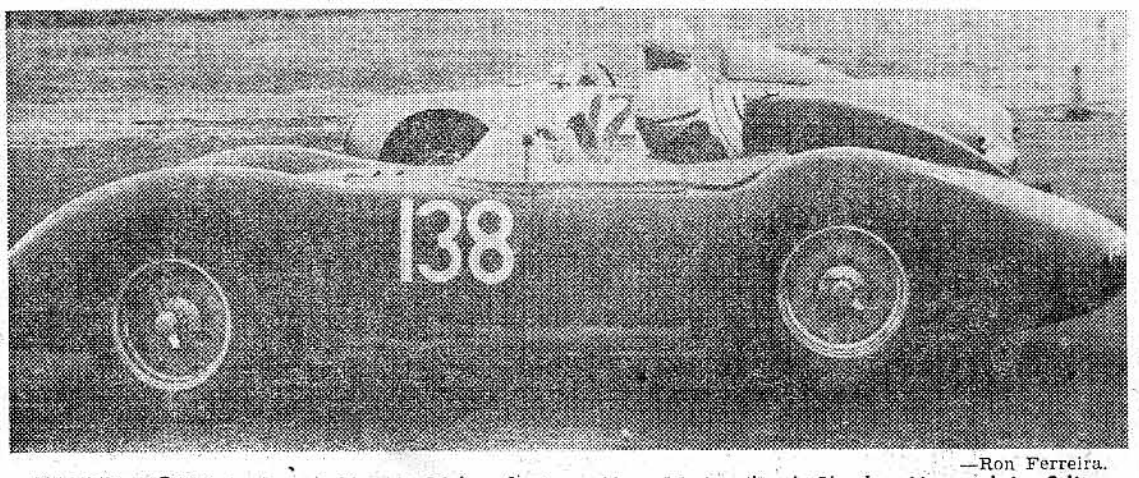
HEAVY EXPENSE TAB

To pay these crews a reasonable wage would add another $7,000 to the expenses, plus the prize money, plus rent for the course and a multitude of small items not charged to the amateur clubs. Then there is the labor now furnished by the sponsor, such as parking attendants, crowd control officers, ticket sellers and gatemen. It all adds up to a lot of extra expense and will surely take the cream off the top of the gate.

So Gus, think twice before you promote a road race. Any short cuts and cutting down on the help will only lead to insurance claims and a big jump in the insurance rate. When you visualize the crowds at Pebble Beach, it all looks very rosy, but road racing has considerably more overhead than any other form of auto racing and that extra expense soon eats up the proceeds. One bad weather and you will be back to that typewriter and wondering how the Pharaohs of Westport ever developed such a good racket.

Don't close that deal to promote pro races until you hear from me; I think that I have an angel who will pick up the tab.

with best regards
tom wilson



—Ron Ferreira.

DANDY DICING in Tracy Airport 30-lap feature May 11 involved Charles Howard in 2-liter Maserati No. 138, and Eldon Beagle, Porsche No. 12. They were hub-to-hub during most of contest, but Howard ultimately won their duel for third spot despite a spinout. They're expected to have at it during the June 14-15 races at Laguna Seca, a San Francisco SCCA regional meet counting toward the Pacific Coast title. Jack McAfee won the Tracy main ahead of Sammy Weiss, the former in a Porsche and the latter in a 2-liter Ferrari.

SCCA Disneyland Concours Results

OFFICIAL RESULTS

CLASSIC SPORTS CARS — 1. Dr. Milton Roth, '34 Alfa roadster, 265; 2. George Paris, Jaguar SS100, 224. **MGTC**—1. Don & Trudi Novack, 273; 2. Arthur Vitarelli, 261; 3. Frank Massie &Betty Tonry, MGA, 227 **Cars $2600-$3300**—1. Mal Doherty, A-H, 256; 2. Lou Jones, A-H, 239; 3. Erma Dillander, A-H, 237. **Sports Cars $3301-$5750**—1. Ronald Rumsey, Corvette, 280; 2. Maurice Davis, Corvette, 279; 3. —John P. Crowford, Mercedes 190SL, 278.

Sports Cars over $5750 — 1. Don Ricardo, Mercedes 300SL, 273; 2. R. A. Moon, Mercedes 300SL roadster, 241; **Amer. Passenger Cars under $5000**—1. Bob Mauser, '40 Ford Coupe, 240. **Amer. Pass. Cars over $5000**—1. Roger D. Morrison, '40 Packard, 184; 2. N. Nudie, '58 Pontiac Bonneville, 183. **European Pass. Cars under $2500**— 1. Michael Marix, Anglia, 271; 2. Patricia Ann Bragg, VW convertible, 267; 3. Bruce Collier, VW, 266. **European Pass. Cars $5001-$9000**— 1. Don Schoenert, Aston Martin, 284; 2. R. A. Moon, Mercedes 220S roadster, 238.

Midget Cars—1. William V. Lowe, Moss ½ midget, 182; 2. William V. Lowe, Moss ¼ midget, 179. **Vintage Cars, pre-1925**—1. Richard Philippi, 1908 Stanley Steamer, 298; 2. Robert B. Schaffer, 1902 Oldsmobile, 297; 3. Bud Cohn, 1904 Reo, 295. **Classic Cars, 1925-1938**—1. Claude Grow, '30 Ford, 292; 2. William A. Stotesbury, '37 Mercedes, 276; 3. Bud Cohn, '37 Mercedes, 275. **Sports Racings Cars**—1. Robert J. Plass, OSCA, 241; 2. Tom Groskritz, C-Jag, 240; 3. Carlyle Blackwell, D-Jag, 236.

BEST OF SHOW—Don & Trudi Novack, MGTC.

RESERVE BEST OF SHOW — Don Ricardo, Mercedes 300SL.

SCHOENERT'S CAR BEST AT HACIENDA

SAN PEDRO, May 18—Termed one of the season's finest events, the Hacienda Hotel's concours d'elegance staged today for the benefit of St. Peter's Episcopal Church attracted thousands of viewers, who saw Don Schoenert's 1956 Aston Martin ultimately get Best of Show. Schoenert's 1956 grand award winners in O'LeCercle Concours d'Elegance-sanctioned affair were: Ron Rumsey, '56 Corvette, best closed car; Bob Laviolette, '56 Jaguar XK140, best open car; and Mal Doherty, '55 A-H, cleanest car.

CLASS WINNERS

Production Sedans — 1. Michael Marix, Anglia 1957; 2. Jim Stevenson, Opel 1958.

Classics & Antiques—1. Bob Dibbde, Cadillac 1941; 2. Anthony Glaimo, Franklin 1927; 3. Bruce Fagan, Bentley 1938.

MG-TC—1. Don Novack, TC '49; 2. Ralph Carter, TC '48; 3. Merrill Hall, TC '48.

Roadsters—1. Frank Bird, MG Midget TA 1938; 2. Sam Anslyn, Jaguar XK120 1951; 3. Barry Gries, MG TD 1950.

Competition—1. "Mo" Hedy, Siata Spyder 1952; 2. Lek von Kaesborg, 300SL 1956; 3. Al Gebhard, Morgan 1953.

Gran Turismo Cpes — 1. Don Ricardo, 300SL, 1955; 2. Bill Steen, Corvette 1956; 3. Clarence Covert, Renault Alpine 1957.

Drophead Cpes — 1. Leonard Clow, Alfa Romeo Spyder 1957; 2. Richard Guyette, Alfa Romeo Spyder 1956; 3. John K. Berdon, Jr., Karmann Ghia Conv. 1958.

GRAND AWARDS

Best Closed Car, Ron Rumsey, Corvette 1956.

Best Open Car, Bob Laviolette, XK140 Jaguar 1956.

Cleanest Car, Mal Doherty, Austin-Healey 1955.

Best of Show, Don Schoenert, Aston-Martin 1956.

MARION WEBER RECOVERS

Marion Weber is recuperating nicely at her new La Canada home following recent surgery, reports her hubby, Charley. They operate MG Mitten accessory shop in South San Gabriel.

ARROWHEAD SPRINGS HILL CLIMB SLATED

ARROWHEAD SPRINGS, May 26—A June 10 deadline has been announced for RRTA's first Arrowhead Springs Hotel Sports Car Hill Climb June 14-15, with the outlook rosy for upwards of 100 entries, according to H. L. McGraw, president. Those who want their names in the official program should register by June 2, he said.

Entry fee is $15, which includes two pit passes and two poolside barbecue tickets. Additional tickets are $3. Spectator admission is $1.50. Trophies will be awarded in all classes, stock and modified, senior and novice. No beginners or persons with less than three starts are eligible.

Ken Miles has just been signed to instruct the small-bore group.

For entries: RRTA, Route 1, Box 412, Colton, Calif.

Goldsmith New Jag Owner's Club Prexy

Jaguar Owner's Club held its election of officers May 10 at Poinsettia Playground, with Martin Goldsmith winning the presidency.

Other officers: VP, Dick Abbott; sec'y, Marion Haigler; treas., Bob Baron; competition chairman, Conrad Frumkin; publicity chairman, Vilem B. Haan; rallymasters, Bob Laviolette & Charles Lewis; entertainment chairman, Zaz Haan; membership, Jack Parkhouse; touring chairman, Bob Frumkin; council rep., Ed Craig.

CALENDAR

MAY

30 — Indianapolis 500-miler (FIA-USAC).
30—Sprint cars, 500 miles, Riverside Raceway.
30-June 1 — LaJunta (Colo.) SCCA reg'l races.
30-June 1 — Bridgehampton (NY) SCCA Nat'l races.
31—June 1—9th CSCC Santa Barbara Airport races.
31—Deer Park Airport ICNSCC races nr. Spokane, Wash.
31—Midget autos, 500 miles, Riverside Raceway.

JUNE

1—Nurburgring (Germany) 1000km.
1—Late-model stock-cars, 500 miles, Riverside Raceway.
1—Western N.Y. SCCA races, Dunkirk.
6-8 Wash, D.C., SCCA reg'l races, Marlboro.
7-8—Cent. Ill. SCCA reg'l races, Lawrenceville.
7-8—SCCA reg'l races, Ft. Worth, Tex.
7-8—SCCA re'l races, Gainesville, Ga.
8—Practice & poker racing, Llano, Calif.
14-15—Lime Rock, Conn., SCCA Nat'l races.
14-15 — Laguna Seca, Calif., SCCA reg'l races.

Leyden Surprise 2nd to Green in RRR Feature

SAN DIEGO, May 25 — The stirring effort of TV personality Bill Leyden resulting in his second-place finish all but overshadowed Dean Green's 45-lap main event victory of the RRR pro sports car road races here today at Hourglass Field.

Leyden forged into an early lead, then spun out on the 5th lap. He got back into the fray in 17th position and began picking up car after car, gaining about 2 seconds per lap as he drove the former Ernie McAfee OSCA.

On the 44th circuit he moved into second and was just 2 seconds behind Green's mount, the Walt Gussenbauer Buick Special. Leyden collected a first in the under 1500cc modified class with his splendid 2nd overall finish.

Green, too, overcome difficulties. His car, which had only high gear, stalled at the start, but officials permitted a push. He drove smoothly and flawlessly using only high to prove the ultimate victor, taking the lead from Carl Grassman on the 37th lap.

HOURGLASS SUMMARY

Race 1—Novices. 10 laps. Time:18:-25.16. 1. Don Shattuck, MG Spl.; 2. Dr. A. Edinger, Corvette; 3. George Murphy, Lincoln Spl. Race 2—Sedans. 10 laps. Time: 21:21.6. 1. John Davis, Volvo; 2. Bill Neibert, Simca; 3. Al Caudebec, Auto-Union. Race 3—Prod. und. 1600cc. 15 laps. Time: 29:20.7. 1. J. R. Webb, Alfa; 2. John Cooper, Alfa; 3. Chuck Charles, Alfa. Race 4—Prod. over 1600. 15 laps. Time: 27:-45.7. 1. Carl Grassman, Arnolt Bristol; 2. Heywood Brown, Arnolt Bristol; 3. Pat Mulcahy, TR3. Race 5—Mod. all classes. 15 laps. Time: 27:15.2. 1. Dean Green, Buick Spl.; 2. Bill Leyden, OSCA; 3. Eugene Scholl, Lotus Mk. XI. Race 6—Women's race. 3 laps. Time: 6:55.14. 1. Audrey Rush, Corvette; 2. Barbara Nelland, MGA; 3. Bonnie Bosley, MGTD. Race 7—Main event. 45 laps. Time 1hr. 23min. 55sec. 1. Green, Buick Spl.; 2. Leyden, OSCA; 3. Grassman, Arnold Bristol; 4. Mulcahy, TR3; 5. Brown, Arnolt Bristol.

NEXT RRR EVENT—July 4, Orange County Fairgrounds.

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Hawaii Feature Charts

2ND ANNUAL HAWAII SPEED WEEKS sports car road races. 2.2-mile Dillingham Field course, Mokuleia, Oahu, T.H. SCCA Hawaii Region. Charts compiled under direction Mary Hauser. (MOTORACING has arbitrarily selected the Islander Race and two mains events for chart presentation, other Sunday events appear in summary form to conserve space.)

SUNDAY, MAY 11, 1958

RACE 4—Main event under 1600cc. Laps: 38. Miles: 85.8. Avg. speed: 72mph. Time: 1hr. 1min. 59sec.

Pos.	Car No.	Sec. Behind	Driver	Car	Class E	Position G	H
1	159		B. Oker	Willment	1m		
2	221	:57	R. Ellico	Cooper Form. H			
3	6	1L:10	R. Ginther	Cooper		1m	
4	171	2L:102	G. Wojciechowski	Lotus M. XI		2m	
5	7	3L:19	L. Richert	Porsche Spy.	2m		
6	41	3L:35	D. Michelmore	Porsche	3p		
7	59a	4L:105	H. De Castro	MG Spec.	4m		
8	64	5L:71	G. Geer	Porsche	5p		
9	72	5L:86	T. Fukuda	Porsche	6p		
10	52	6L:04	C. Niday	Lotus M. XI		3m	
11	55	6L:28	J. Castle	Porsche	7p		
12	101	6L:113	J. Garner	MG-A	8p		
13	63	7L:53	F. Aldhous	Abarth-Fiat			1m
14	111	7L:103	B. Tsukamoto	Morris Min. Spec.		4m	
15	59	9L:118	E. White	Fairthorpe		5p	
16	118	11L:34	W. Whitcomb	MG-A	9p		
17	53	12L:10	J. Hoogs	MG-A	10p		
18	8x	12L:86	G. Hill	MG-V-8-60	11m		

DNF: 74-Kunstle, 100-Brigham, 17-D. Miller, 22-Shuttleworth.

RACE 5—Islanders race, all classes. Time: 23.09. Laps: 14. Avg.: 79.8mph. Miles: 30.8.

					C	D	E	F	G
1	50		J. Pflueger	Fury Spec.	1m				
2	49	:30	P. Mathis	Corvette	2p				
3	171	:65	G. Wojciechowski	Lotus Mk. XI					1m
4	7	:84	L. Richert	Porsche Spyder			1m		
5	6	1L:08	B. Woodward	Cooper					2m
6	60	1L:09	B. White	Ferrari			1m		
7	4	1L:10	C. Allen	AC Bristol			2p		
8	113	1L:13	J. Reilly	Jaguar	3p				
9	8	1L:19	G. Hill	MG V8-60		1m			
10	14	1L:28	C. Schmidt	Triumph Spl.			3m		
11	52	1L:43	C. Niday	Lotus Mk XI					3m
12	150	1L:50	H. Schiller	Austin-Healey		2p			
13	64	1L:56	G. Geer	Porsche				2p	
14	15	1L:62	E. Sorensen	Triumph			4p		
15	1a	1L:64	N. Gedge	Healey-Chevie	4m				
16	16	1L:65	W. Vail	Triumph			5p		
17	72	1L:84	T. Fukuda	Porsche				3p	
18	82	1L:96	B. Burns	Austin-Healey		3p			
19	55	1L:98	J. Castle	Porsche				4p	
20	34	1L:105	G. Atcheson	Triumph			6p		
21	111	1L:107	V. Tsukumoto	Morris Spl.					4m
22	112	1L:117	M. Melleney	Porsche					
23	101	2L:16	J. Garner	MGA					
24	99	2L:18	J. Bertrand	Triumph			7p		
25	158	2L:56	F. Murakami	Austin-Healey		4p			
26	118	2L:57	W. Whitcomb	MGA				7p	
27	131	2L:59	C. Sidman	Jaguar	5m				
28	59	3L:18	E. White	Fairthorp Elect.					5p
29	98	3L:22	W. Hargraves	Triumph			8p		
30	244	3L:110	B. Udart	Renault					6p

RACE 6—Main event over 1600 cc. Time: 1hr. 1mln. 34sec. Laps: 40. Avg.: 85.8mph. Miles: 88.

					B	C	D	E	F	G
1	11		J. von Neumann	Ferrari 2.5			1m			
2	50	:22	J. Pflueger	Fury Spec.		1m				
3	211	:35	R. Ginther	Ferrari 2.0				1m		
4	159	:95	R. Oker	Willment					1m	
5	70	:143	E. Hauser	Massaglia Sp. 1m						
6	38	2L:102	B. Love	AC Bristol				2m		
7	166	3L:03	B. Dickson	Corvette		2p				
8	77	3L:06	E. Forbes-Robinson	Ferrari cp			2p			
9	10	4L:07	L. Von Kaesborg	Mercedes			3p			
10	7	5L:02	L. Richert	Porsche Spyder					2m	
11	4	5L:32	C. Allen	AC Bristol				3p		
12	32	5L:90	B. De Creeft	Aston Martin			4m			
13	113	5L:91	J. Rielly	Jaguar		3p				
14	60	5L:98	D. White	Ferrari				4m		
15	131	6L:13	C. Sidman	Jaguar		4p				
16	1a	6L:20	N. Gedge	Healey-Chev.		5m				
17	52	6L:73	C. Niday	Lotus Mk. XI						1m
18	48	6L:119	C. Crowder	Ac Bristol				5p		
19	150	7L:19	H. Schiller	Austin-Healey			5p			
20	14	7L:72	C. Schmidt	Triumph Spl.				6m		
21	82	7L:77	B. Burns	Austin-Healey				7p		
22	8	15L:136	G. Hill	MG Spl.			6m			

DNF: 49-P. Mathis, 199-P. Cote, 221-Kunstle, 1-D. Whitten, 19-J. Winn.

Island Ace Big Winner

(Continued from Page 1)

now powers the former Troutman Barnes Special in which Chuck Daigh registered many a Coast win last year, then powered with various Ford power plants.

The tip-off that Pflueger's mount was red-hot came during the May 9th time trials. The short-coupled white machine sped through the traps at 152.54 mph, topping 64 other rivals. Second best was Pat Mathis, this city, at 151.26 in a Corvette, while Angelenos Johnnie von Neumann and Bill Krause deadheated next at 150. Von Neumann, Richie Ginther and Bob Oker actually had best course lap times at 1min. 32sec.

In Saturday's 22-lapper he was third with the home-built American bomb behind the expensive Italian Ferraris of Von Neumann and Ginther, taking a Class C first in the process. It was no great effort for him to capture the Islander's Race that day.

He repeated in the Islander's go for 14 laps on May 11, taking a 30-sec. triumph ahead of Mathis' Corvette.

In the featured 40-lapper, he shot into the lead early, again surprising the likes of Von Neumann, Eric Hauser in the famed "Old Yeller" Massaglia Hotels Special, also known as the Out-Hauser Special and Balchowsky Buick Special, Ginther and Oker, Willment-mounted.

ENDORSES MILK

Pflueger, whose endorsement was used on race day by a dairy firm in a huge Sunday comic cartoon plugging the benefits of cow juice and quoted as saying, "From 110mph I had to gear down with split-second timing," turned in a smooth job to ultimately collect runner-up laurels behind Von Neumann's 2.5 Ferrari. Ginther had the berth cinched in his 2-liter Ferrari until his brake return spring went haywire, causing him to spin on the last circuit, and found Jimmy had reached the checkered flag by the time he'd returned to the course and top speed.

While Pflueger took "most talked about driver" laurels, the speedy British Willment was easily the "most talked about car." An erroneous report had Oker piloting an Aston Martin to fourth in the feature race, but it was actually in the sleek Willment, which looks somewhat like an over-vitaminized Lotus with tail fins. Not bad for a 1½-liter baby!

WILLMENT DOES WELL

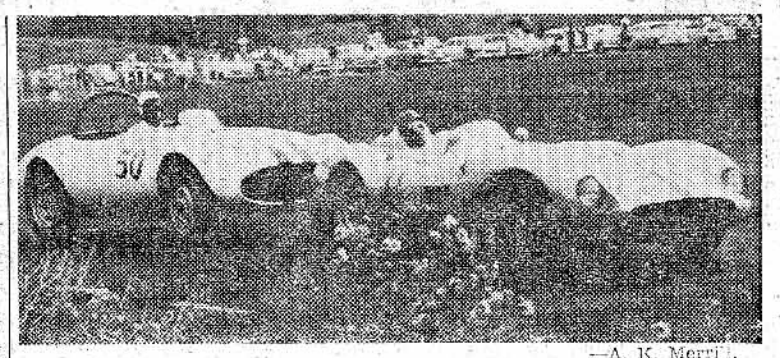
Only Von Neumann, Pflueger, Ginther, Oker and Hauser were on the same lap among the 22 finishers, all others being from 2 to 15 down. Oker also won the under 1600cc feature at 38 laps, posting a 57-sec. win over Ron Ellico's F-II Cooper. All others among the 18 finishers were from 1 to 12 laps in arrears. He averaged 72mph compared with Von Neumann's 85.8 and Pflueger's 79.8 in cars using much larger power plants. Oker and Ellico also were 1-2 ahead of Ginther in Bill Woodward's Cooper in the Saturday small-bore modified main.

HAWAII SPEED WEEK OFFICIAL RESULTS RACES 1, 2 & 3 SUNDAY, MAY 11, 1958

Race 1—Sedans & semi-main production cars under 1600cc. Time: 31min. 1 sec. Laps: 17. Miles: 37.4. Avg. speed: 72.60mph. Overall finish—1. D. D. Michelmore; 2. G. Geer; 3. T. Fukuda; 4. J. Castle; 5. H. Melleney, all Porsches. Class winners — E, Joan Hirsch, Volvo (7th overall); F, Michelmore; G E. White, Fairthorpe Electron (9th overall); J, J. Shuttleworth, Berkeley (13 overall). 14 finishers, 1 DNF.

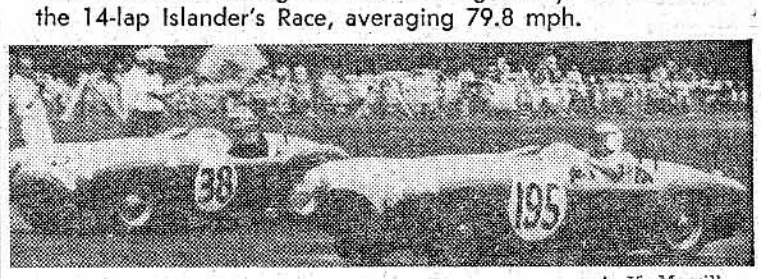
Race 2—Prod. sports over 1600cc. Time: 32min. 11sec. Laps: 19. Avg. speed: 78.20mph. Overall finish—1. E. Forbes-Robinson, Ferrari GT; 2. Bill Love, AC Bristol; 3. Paul Cote, AC Bristol; 4. Gordon Crowder, AC Bristol; 5. B. Dickson, Corvette. Class winners—C, Dickson; D, Forbes-Robinson; E, Love. 15 finishers, 5 DNF.

Race 3—Match race. Time: 18 min. 41sec. Laps: 11. Miles: 24.2. Avg. speed: 78.8mph. Overall finish — 1. Love, AC Bristol; 2. Cote, AC Bristol; 3. Crowder, AC Bristol; 4. Michelmore, Porsche; 5. C. Allen, AC Bristol. Class winners—E. Love; D, D. Whitten, A-H; F, Michelmore. 14 finishers, 3 DNF.



—A. K. Merrill.

HAWAII HASSLE—Right on Johnny von Neumann's tail early in race is Islander Jimmy Pflueger, whose Fury Special (ex Troutman-Barnes fitted with Corvette mill) finished only 22 seconds behind the Ferrari in 40-lap Hawaii Speed Weeks main event May 11. Pflueger's 152.54 mph topped May 9th time trials over Dillingham Field's straightaway. He also won the 14-lap Islander's Race, averaging 79.8 mph.



—A. K. Merrill.

LOVE-LY DEAL—Teammates Bill Love (38) and Paul Cote (195) wage war during 11-lap "match race" added to May 11 program at Hawaii. Love chalked up 11-sec. win over Cote, with Gordon Crowder third in another AC Bristol. They're all partners in West Coast Racing, Inc., El Monte firm which prepared cars that won 17 trophies over the weekend.

Hansgen, Crawford 1-2 in Ho-Hum Cumberland Race

By Donn Hale Munson
MOTORACING Staff Correspondent

CUMBERLAND, Md., May 18—Weird is the word to describe the performance of Briggs Cunningham's Lister-Jagaurs here when they won the feature event of a national SCCA meeting today.

Observers are still puzzled by the rides Walt Hansgen and Ed Crawford gave the Listers and some 50,000 spectators who witnessed the feature and seven other events at Cumberland airport are still bored by the hour-long outing the Jags took.

When the starter's flag fell, Hansgen and Crawford sent the screaming Listers out in front of the pack and never once for a second were they even remotely challenged. Hansgen and Crawford swapped places at will, tried every groove of every corner of the big airport circuit and even explored the escape roads! At times, it seemed they were running just for the laughs.

Bark Henry, of Arlington, Va., tooled an elderly Maserati in third place far behind the Listers.

1ST RACE — G & H Pro.; 40 min.: Overall — Barry Budlong, Jr.; Bob Toland; Howard Hanna, both Db's. Grossman; Art Tweedale, all Alfa-Romeos.

SECOND RACE—G & H Mod., 45 min.: Overall—F. Baptista, Lotus; B. Rippley, Elva; C. Dietrich, Elva. G Mod.—Same. H Mod.—B. Howes, Abarth-Fiat; J. Mull, DB; Evan Bennett, DB.

THIRD RACE—F Prod.; 45 min.: E. Pupulidy; D. Webster; Maj. M. Cappiello, all Porsches.

FOURTH RACE—Ladies: D. McCluggage, Porsche RS; P. Wyllie, Lotus; S. Dietrich, Porsche RS.

FORMULA THREE RACE — Harry Whitney, Bob Kahmer, Lex DuPont, all Coopers.

FIFTH RACE—E & F Mod.; 45 min.: Overall—D. Sesslar, Porsche RS; J. Quackenbush, Ferrari TR; G. Andrey, Ferrari TR. E Mod.—Quackenbush, Andrey, Les Butscher, Ferrari. F. Mod.—Sesslar, R. Holbert, Porsche RS; D. McCluggage, Porsche RS.

SIXTH RACE—D & E Prod.; 45 min.; Overall — R Wees, AC Bristol; Jordan L. King, AC Bristol; E. Welch, AC Bristol. D Prod. — D. Thompson, A-H six; R. Durbin, A-H; Col. Fred Moore, A-H. E Prod. — Wees, King, Welch.

SEVENTH RACE—B & C Prod.; 45 min.: Overall—F. Windridge, Corvette; G. Arents, Ferrari GT; L. Howe, Corvette. B Prod—Windridge, Howe, L. Winkler, all Corvettes. C Prod — Arents, Dean Mears, 300SL.

EIGHTH RACE B, C & D Mod., plus first three in fifth: Overall—W. Hansgen and E. Crawford; both Lister Jaguars; Sesslar, Porsche RS; G. Constantine, D-Jag.

ZEDELMAYER OPENS CULVER CITY SHOP

In the auto business for half of his life, personable Erhard Zedelmayer, one of the top Porsche-VW mechanics in the U.S., last week opened Erhard's Service at 10429 Washington Blvd., Culver City, directly across from MGM studios.

He has prepared Porsche Spyders driven by Ken Miles, Ricardo Ridriguez, J. P. Kunstle and Jack McAfee and many Speedsters and Carreras driven by Lew Bracker and others.

His place is adjacent to spots of two others well known in the sports car field—Joe Playan (brake shop) and Lou Falcon (wheel alignment).

Erhard was with John von Neumann's Competition Motors for two years.

SANTORO MANAGES NEW RESTAURANT

Al Santoro, former sports editor of the L. A. Examiner and Oakland Post and Post-Enquirer, has been named manager of the new Paul Cummins Sports Page restaurant, according to John E. Fields, president of the Paul Cummins Huddle Restaurant Group.

Now Bob Dalton's on "Restaurant Row" on LaCienega, Beverly Hills, the Sports Page opens after a big shindig tied in with the L.A. Press Club on June 28.

Santoro was one of the first sportcasters in West Coast radio and lectured on journalism at St. Mary's College. His friends from coast to coast are legion. Chef Tatar stays at the restaurant.

Three 500-Milers Set at Riverside

(Continued from Page 1)

about $30,000 for the latter. Added prizes figure to swell these considerably.

This is the largest promotion of its kind in the West and is spear-headed by Charley Curryer and Al Slonaker, veteran Northern California racing impresarios. Cost of the entire project is estimated at $100,000.

Races start 11 a.m. each day. Admission is $5 each, or $12 for all three. Children get in free. There'll be 66 starters in the sprint and midget events, and about 55 in the stock car meet. Some drivers, notably one-handed Allen Heath of Northridge, will vie in all three.

Drivers of European economy sedans claim they will have an edge in their event due to their gas mileage, some hoping to go non-stop and avoid pit-stop loss. Qualifiers include Simcas, Citroens and Renaults.

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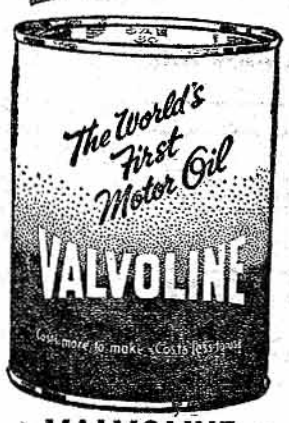

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Various Rally Results

TROC AND AHOC MAYTIME MAY 18
RENO LAWRENCE & NORM MORGAN RALLYEMASTERS—65 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1	Sandra Rosen	Bob Rosen	SFV FCCA	TR-3	:12
2	Mel DeLoof	Juanita DeLoof	PSCC	Morgan	:20
3	Bob Greenland	Roger Fisher	SFV FCCA	Porsche	:25
4	Barbie Meredith	Chuck Meredith	AHOC	A-H	:57
6	Paul Anderson	Katherine Anderson	TROC	TR-3	1:34
7	Liz Murray	Dick Murray	AHOC	A-H	1:34
9	Millie Gruver	Tip Gruver	AHOC	A-H	1:51
13	Charlotte Nesbitt	Al Nesbitt	TROC	Corvette	2:29
37	Vivian Wilder	George Dunn	TROC	TR-3	11:12

SCCA S. F. REGION GOLDEN WEST RALLYE
GENE HAMMOND RALLYEMASTERS—98 CARS—MAY 17-18

POS.	DRIVER	NAVIGATOR	FROM	ERROR
1	Joe Bechtel	Celia Bechtel	Manhattan Beach	:56
2	Dove Mumma	George Patraw	Livermore	1:42
3	Clark Moore	Ralph Gousha	Glendale	1:51
4	Paul Pond	Gordon Capito	Playa del Rey	2:04
5	Douglas Rich	Pete Ankersmit	San Francisco	2:08
6	Olen Nance	Gil Leppelmeier	Livermore	2:18
7	P. M. Bliss	Bill Bliss	San Jose	2:22
8	Charles Holloman	Robert Wiles	San Francisco	2:24
9	Dan Patterson	Isabel Blandford	Livermore	2:25
10	C. Gilbert Sperry	Capt. H. E. Thomas	San Mateo	2:35

LOCKHEED SCC 24 HOUR RALLYE VI
MAY 24-25—WALT GLASSETT RALLYEMASTER—154 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1	Howard Frank	Don Royer	SMFCCA	A-H	:43
2	Tom Higgins	Doug Deary	SMFCCA	Porsche	:48
3	Jerry Aarons	Dick Anderson	Corv-Pasa.	Porsche	:53
4	Frank McDonald	Laura McDonald	NASCAD	Jag 120	1:13
5	Dick Pieper	Charlie Schumann	HEASCC	A-H	1:14
6	Barbie Meredith	Chuck Meredith	HEASCC	A-H	1:17
7	Bill Wisherd	Floyd Brooks	PSCC	Jag	1:18
8	Bob Greenland	Roger Fisher	POC	Porsche	1:42
9	Gordon Madison	Don Black	NRSCC	Porsche	1:57
10	Stan Johnson	Marjorie Tompkins	RWSCC	Alfa	2:02
11	Don Blunt	Bob Piety	LBDSCC	Stude	2:21
12	John Baines	Larry Harris	SMFCCA	Mg A	2:35
13	Harold Guess	Jack Kirkpatrick	NRSCC	MG TF	2:37
14	Chet Anderson	Ed Smith, Jr.	HEASCC	TR-2	2:44
15	Bob Piercy	Bill Doyle	SMFCCA	A-H	2:50
16	Duane Sparks	Jerrie Sparks	DSCC	T-Bird	3:21
17	Bette James	Chas. Kenyon	SDSCC	Porsche	3:33
18	Charlie Cooke	Drisa Cooke	SMFCCA	TR-3	3:34
19	Dick Coulter	Ron Going	RWSCC	MG A	3:44
20	Mel DeLoof	Juanita DeLoof	SWSCC	Jag	3:52
21	Doug Hugill	C. K. Enoch	NRSCC	TR-2	4:04
22	Clark Moore	Ralph Gousha	SFVFCCA	TR-3	4:13
23	Bill Chester	Elizabeth Chester	BESCO	A-H	4:17
24	Dick Zeylmaker	Earl Larsen	PSCC	Porsche	4:29
25	Sandra Rosen	Bob Rosen	SFVFCCA	TR-3	4:56

SAN FERNANDO VALLEY FCCA SLALOM MAY 18
CHUCK SMITH EVENT MASTER

CLASS	POS.	DRIVER	CAR	TIME
CLASS A	1	Don Dow	MG TD	1:15.00
SPORTS	2	Bob Grim	MG TD	1:15.70
UND 1300	3	Dave Connor	Hoover	1:19.10
	*	J. [illegible] Webb	Porsche	1:15.80
B SPORTS	2	Jim [illegible]ota	Porsche	1:16.65
1301-1600	3	Dick Clark	Porsche	1:17.10
	1	Dick Henderson	A-H	1:20.70
C SPORTS	2	Dick Treloar	A-H	1:23.20
1601-3000	3	Al Marson	A-H	1:28.50
	1	Dave Lehmann	Jaguar	1:20.30
D SPORTS	2	Louie Griffin	Jaguar	1:28.10
OVER 3000	3	George Gregory	Jaguar	1:32.00
	1	Lou Vargo	DKW	1:30.80
E SEDANS	2	John Murphy	Fiat	1:33.00
UND 1300	3	Steve Lewis	VW	1:36.05
	1	Bill Briggs	Volvo	1:35.10
F SEDANS	2	Bill Briggs	Hillman	1:37.70
OVER 1300	3	J. R. Webb	Hillman	1:39.70

MERCEDES BENZ OWNERS' CLUB SLALOM—MAY 25
MARCIA CAMPBELL CHAIRMAN—117 CARS

CLASS	POS.	DRIVER	CLUB	CAR	TIME
A SPORTS	1	Jack Wells	.....	Berkeley	1:12.7
UND 1300	1	Howard Sweetser	OCSCC	MG TD	1:28.3
23 Cars	2	Ben Blogmendaal	Les Bolidistes	MG TD	1:36.9
	3	Robert Grim	.....	MG TD	1:38.4
B SPORTS	1	Clifford Glaser	OCSCC	Porsche	1:32.5
1301-1600	2	Stewart Shrimpton	.....	Porsche	1:36.4
28 CARS	3	Lewis Franklin	El Camino	MG A	1:36.7
C SPORTS	1	Jack Beavers	Les Bolidistes	TR-3	1:33.8
1601-2700	2	Fred Church	RAM Triangle	TR-2	1:38.6
24 CARS	3	Frank Atkinson	Les Bolidistes	A-H	1:40.0
D SPORTS	1	David Lehmann	.....	Jag 120	1:39.3
OVER 2700	2	Jack Lewis	.....	Jag 140MC	1:47.0
7 CARS					
E SEDANS	1	Walter Leach	LBMG	Renault	1:34.4
10 CARS	2	Al Jackson	ROCA	Renault	1:34.7
G LADIES	1	Adele Petrie	OCSCC	MG TF	1:33.0
8 CARS	2	Pat Rydstron	.....	A-H	1:44.8
MEMBERS	1	(Ladies) Leona Leichlieter		300SL	1:50.0
21 CARS	1	(Men) Luigi Luraschi		300SL	1:44.4
	1	(190s) Beany Wright		190SL	1:35.5

Unofficial SCCSCC Standing

Pos.	Name	Club	Great Western	Don Diego	Wheele Bounce	Sun Down	24 Hour	Total
	DRIVERS							
1	Tom Higgins	SBFCCA	25	23	21	16	24	109
2	Dick Pieper	HEASC	17	18	15	24	21	95
3	Bill Rector	Convair	20	25	10	19	0	74
4	Frank Fleming	SMFCCA	22	0	24	25	*	71
5	Duane Sparks	DSCC	13	14	19	11	10	67
6	Howard Frank	LSCC	21	2	0	14	25	62
7	Chet Anderson	HEASCC	0	16	12	20	12	60
8	Frank McDonald	NASCAD	*	13	5	13	22	53
9	Bob Piercy	SMFCCA	*	19	23	*	11	53
10	Barbie Meredith	HEASCC	0	24	0	*	20	44
11	Page Eskridge	NASCAD	23	0	13	4	0	40
12	Doug Bailey	LBMG	*	0	17	23	0	40
13	Bill Chester	BESCO	8	0	25	0	3	36
14	Gordon Madison	NRSCC	19	0	0	0	17	36
15	Karl McCready	NRSCC	14	21	0	0	0	35
16	Bill Hanna	NRSCC	24	10	*	*	*	34
17	Dick Lovell	BESCO	0	0	18	15	0	33
18	Ron Jones	SDSCC	15	*	16	0	0	31
19	Bill Wisherd	PSCC	0	0	*	10	19	29
20	Ted Sparks	DSCC	6	0	0	22	*	28
21	Charlie Cooke	SMFCCA	*	*	20	0	8	28
22	Pat Kermode	CFCCA	16	11	*	*	*	27
23	Betty Enoch	NRSCC	6	0	*	21	*	27
24	Norm Christianson	CFCCA	3	22	0	0	0	25
25	Harold Guess	NRSCC	0	0	9	0	13	22
	NAVIGATORS							
1	Doug Deary	SBFCCA	25	23	21	16	24	109
2	C. Schumann	HEASCC	17	18	15	24	21	95
3	Dick Anderson	SWSCC	*	20	22	17	23	82
4	Nick Marechal	SMFCCA	22	0	24	25	0	71
5	Jerrie Sparks	DSCC	13	14	19	11	10	67
6	Ed Smith, Jr.	HEASCC	0	16	12	20	12	60
7	Don Royer	HEASCC	18	0	0	14	25	57
8	George Blondin	Convair	*	25	10	19	0	54
9	Laura McDonald	NASCAD	*	13	5	13	22	53
10	Bill Doyle	AHOC	*	19	23	0	11	53
11	Chuck Meredith	HEASCC	0	24	0	*	20	44
12	Dick Kermode	CFCCA	16	11	14	*	0	41
13	R. Bruemmer	NASCAD	23	0	13	4	0	40
14	M. Wackerle	LBMG	*	0	17	23	0	40
15	Eliz. Chester	BESCO	8	0	25	0	3	36
16	Don Black	NRSCC	19	0	0	0	17	36
17	Dave Conklin	NRSCC	14	21	0	0	0	35
18	Dick Flude	NRSCC	24	10	*	*	*	34
19	Carol Lovell	BESCO	0	0	18	15	0	33
20	Paul Miller	SDSCC	15	*	16	*	0	31
21	Floyd Brooks	PSCC	*	*	*	10	19	29
22	Drisa Cooke	SMFCCA	*	*	20	0	8	28
23	C. K. Enoch	NRSCC	0	0	*	21	5	26
24	R. Christianson	CFCCA	3	22	0	0	0	25
25	Jane Frank	LSCC	21	2	*	*	*	23

*Did not compete.

Rally 'Round

With Duane and Jerrie Sparks

Rally activities this coming weekend are practically at a standstill. Whether it's the long holiday or the necessity to recuperate from the 24 HOUR rally last week it would be hard to say. At any rate, most rallyists will be indulging in other activities. A good thing it is, too, for any rallymaster who attempted to follow Lockheed's 24 HOUR rally could not help but suffer in the comparison. This event was by far the best in the long history of 24s, and we predict it will receive the highest rating of any championship rally so far this year. Walt Glassett and his organization presented a perfect mixture of all the desirable ingredients that go to make up a successful rally—beautiful scenery, clear instructions, accurate timing, alternating periods of keen alertness and precision navigation with well spaced rest stops at pleasant locations.

It was fitting that such a perfectly organized and executed event should be won by those two veterans of the rally wars, the old pros Howard Frank and Don Royer. Their total error for the entire 24 hours through 11 check points, matching a tired old Austin-Healey against a Michelin-equipped Porsche was :43. The whiz kids of the current season, Tom Higgins and Doug Deary, running Doug's Porsche, were right in there with :48, while an even newer and equally hot tandem of Jerry Aarons and Dick Anderson finished third with :53.

These were the only entrants to finish under a minute out of the 154 that started.

Joe and Celia Bechtel are well on their way to the SCCA national championship for 1958 as a result of following up their win in Arizona in April with a first place in the GOLDEN WEST rally sponsored by the San Francisco Region of SCCA on May 17-18. With a remarkable error of :56 for some 800 miles through ten check points they now command a formidable lead in SCCA's first year's operation of a national rally championship circuit. It couldn't happen to nicer people. This couple has been rallying only a short while. They first came to prominence when they won the gigantic D'ORO, and they've been very active enthusiasts ever since.

NOTHING MUCH SOLVED

Another of the joint efforts between clubs turned out successfully when AHOC and TROC got together on May 18 to present the MAYTIME rally, a 6-legged navigational that drew 65 cars on a day when 17 other events were scheduled in the local area. Rallymasters Reno Lawrence for AHOC and Norm Morgan for TROC report that the battle for supremacy between the two clubs is still unresolved. The rally was won by Sandra and Bob Rosen driving a TR but they were not members of TROC. The best AHOC member Barbie and Chuck Meredith beat the best ROC member Paul and Katherine Anderson who tied with the second AHOC member Liz and Dick Murray. Pretty confusing, huh?

Saturday evening, May 17, 47 cars turned out for the NOCTURNAL NIGHTMARE, a gimmick even put on by Herm and Pat Stein for the Porsche Owners' Club. Trophy winners, all club members and all driving you-know-what were (1) Alden and Julie Glickman; (2) Dr. and Mrs. Vernon Gray; (3) Pat and Grace Keenan; (4) Jack and Harriett Nicholas, and (5) Harm and Jo Price.

Compton FCCA offered a navigational rally under the direction of Bill Costley for 18 cars on May 18. This one was captured by Doug Deary and Erline Gille :11; (2) Dick and Pat Kermode :14; (3) Jim and Julie Norgard 1:06; (4) Art and Pat Van Rhyn 1:31 and (5) Carl Durham and Bill Sweem 2:38. Doug and Erline were first guest and the other four were members.

Carl Chamberlain of LB FCCA reported that club members won first three spots in his RADAR rally on May 18 for 16 cars. Winners were Don and Ruth Egermayer 1:18; (12) Elene Jackson and her mother Mrs. J. C. Jackson 2:08; (3) Herb and Frances Schutts 2:15. First guest and sixth overall was the team of Bill Hair and John Ryan 3:38.

It was the other way around at Harbor SCC's DO IT YOURSELF rally on the 17th. According to rallymaster Frank Herman the guests took first three places. First spot went to Tom Higgins and Doug Deary :11; (2) Dick Coulter and Ron Going :14; (3) Liz and Dick Murray :20. Fourth overall and first member were Mr. and Mrs. B. Ross :33; second member (6th overall) Ed and Jeanne Sandoval :42; third member (9th overall) Paul and Virginia Andrev with 1:05.

Another navigational rally on the 18th was San Gabriel Valley FCCA's MAY MANIA. Nineteen cars turned out for this one which was won by guests Bruce Pollock and Phil Gough, Jr. 1:13; members Bud and Marcy Fisher were second with 3:12; (3) guests Lewis Gruner and Ralph Butcher 3:57. Trophy for second member (7th overall) wen to Chonita Spicer and ..Bill ..Vitale ..7:26 ..while ..third member (10th overall) was the team of Mike Cornelison and Candy Towne 9:01.

FRANK MOVES UP

After including the 24 HOUR rally with the other four championship rallies run so far this year, our unofficial standings have seen a few more changes among the coveted top ten positions, both for drivers and navigators. Newcomers among this group among the drivers are Howard Frank moving up to 6th from 11th; Frank McDonald now in 8th spot from 16th; and Barbie Meredith in 10th from 22nd. We have moved Dick Anderson from a listing as driver to navigator, since he informed us he performs these chores. Dick Pieper has taken over undisputed second position as a result of his 5th place performance on the 24, and of course Tom Higgins continues to dominate the whole field with a 14 point edge over the hard charging Pieper. Among the navigators the new classification gives Dick Anderson 3rd place spot. Don Royer moves up to 7th from 15th, and Laura McDonald to 9th from 16th.

Latest P. C. Point Standings Bared

Andy Porterfield's excellent showing at Tracy put him into the lead for over 1500cc production laurels in the Pacific Coast point standings maintained by MOTORACING annually, the latest accounting shows.

(Porterfield's Corvette underwent a thorough tear-down Monday night as the result of a protest filed at Tracy Airport. The car was found to be "disgustingly stock," according to Jim Troy, SCCA official.)

The small-bore production group is now headed by D. D. Michelmore, while Barb Windhorst still holds sway in the distaff dicing.

The usual story prevails in the modified big-bores where Richie Ginther and Johnny von Neumann are dueling it out—Richie currently holding a 32-26 edge despite Johnny's Hawaii victory.

Jack McAfee, going like gangbusters, has zoomed into a 48-26 lead in the under 1500cc modifields ahead of Bob Oker.

MAY 21, 1958
PRODUCTION OVER 1500cc

1.	Andy Porterfield	Corvette	27
2.	Bill Love	AC Bristol	24
3.	Lew Spencer	Morgan	21
4.	Bob Winkleman	300SL	16
5.	Hap Sharpe	Corvette	15
6.	E. Forbes-Robinson	Ferrari GT	14
7.	Richie Ginther	Ferrari GT	12
7.	Cloyd Gray	Corvette	12
8.	Bert Ruttman	Corvette	10
8.	Ron Bucknum	Porsche	10
8.	George Spears	Porsche	10
8.	Bill Klingensmith	AC Bristol	10
8.	Jim Connor	Ferrari GT	10

PRODUCTION UNDER 1500cc

1.	D. D. Michelmore	Porsche	28
2.	Jim Moore	Porsche	24
3.	Don Dickey	Porsche	21
4.	Ed Vincent	Porsche	17
5.	Dick Bellows	Porsche	14
5.	Emil Pardee	Porsche	14
6.	Gil Geer	Porsche	10
6.	Jack Woodward	Porsche	10
7.	Roger Mace	Porsche	8
7.	G. Grinzewitsch	Porsche	8
8.	Jim Castle	Porsche	7
8.	Ted Fukuda	Porsche	7
8.	Bob Scurlock	MGA	7

WOMEN'S COMPETITION

1.	Barb Windhorst	Morgan	17
2.	Marion Lowe	Alfa	13
3.	Loretta Richert	Porsche	13
3.	Linda Scott	AC Bristol	12
3.	Charlotte Duncan	Lotus	12
3.	Betty Shutes	Porsche	12
4.	Shelby Hunsinger	Corvette	10
4.	Prudence Baxter	A-H	10
5.	Ruth Levy	Porsche	5
6.	Patsy Randle	Porsche	4
6.	Joan Hirsh	Volvo	4
6.	Joyce Sweet	MGA	4

MODIFIED OVER 1500cc

1.	Richie Ginther	Ferrari	32
2.	John von Neumann	Ferrari	26
3.	Bob Oker	Aston-Martin	14
4.	Dan Gurney	Ferrari	12
5.	Carroll Shelby	Maserati	11
6.	Jim Pfleuger	Fury Spl.	9
6.	Ray Jones	Ferrari	9
7.	Max Balchowsky	Buick	7
7.	Sam Weiss	Ferrari	7
7.	C. S. Howard	Maserati	7
8.	Jack Hinkle	Maserati	6
9.	John Armanino	Chev-Healey	5
9.	Eric Hauser	Buick	5

MODIFIED UNDER 1500cc

1.	Jack McAfee	Porsche	48
2.	Bob Oker	Willment	26
3.	Eldon Beagle	Porsche	21
4.	Joe Playan	Porsche	11
4.	Jim Parkinson	Renault	11
5.	Lance Reventlow	Cooper	10
5.	Skip Conklin	Lotus	10
5.	Bob Burns	Porsche	10
6.	Erv Lehr	Porsche	9
6.	Frank Aldhous	Abarth-Fiat	9
7.	Frank Monise	Lotus	7
8.	Ken Miles	Porsche	5
8.	Richie Ginther	Cooper	5
8.	George Reeves	MG Spl.	5
8.	Paul Nau	Lotus	5

RALLIES

MAY

30-31—T-Bird Club Economy Run for T-Birds only. Starts Laurel Canyon & Ventura Blvd. at 5:30 a.m., Ends in Monterey. Info: Ina Mae Overman, EM 7-5667.

30—Whittier FCCA "Trip Through Mother Lode Country." A 3 day tour with overnight stops in Merced and Sacramento. Starts 8 a.m. at the Clock Restaurant, Las Tunas & Rosemead Blvd. Info: Ralph Taylor, AT 6-7744.

31—Los Viajeros ouring Club "Houra De Descanso Rallye" for Santa Barbara race fans. Stars 6:30 p.m. at the Breakwater, Cabrillo Blvd. 1½ hour nav. Fee $3 includes buffet dinner for 2. Info: Penny Slater, Woodland 9-0383, Santa Barbara.

JUNE

7-8—VWOC "Third Annual Desert Rat Round-Up"—5 hour nav. rally on Sat., Tour on Sunday. Starts Eastland Shopping Center, West Covina. VWs only. Info: Bob Stoer, CH 9-2102.

7—Santa Monica FCCA—a four hour nav. rally. Starts at Thriftimart parking lot at Sepulveda and Ventura. Info: Terry Martindale, OR 2-8519.

8—Ramo-Woolridge SCC & Hughes EASCC—Open Gymkhana, SCCSCS sanctioned. 8 a.m.-2 p.m. South Bay Shopping Center, 174th & Hawthorne. Fee $2. Info: Bob Walters, FR 2-4819.

14—COMPTON FCCA "Over the Hill Rally III." Championship event. 9 hours, covers 250 miles paved roads. Starts Compton College, 1111 East Artesia St., Compton, at 12 noon. Fee $5, Info: Bernie Dodd, DA 3-1848.

14-15—Pebble Beach SCC timers will check in any sports car club rally to Monterey from 6 p.m. Friday June 13 to noon Sat. June 14 at Chamber of Commerce Bldg. Info: Bob Baird, 560 Fremont, Monterey.

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Top Fields Set for La Junta Speedfest

LA JUNTA, Colo., May 27—Indications point to quite a good entry list for the SCCA regional races here May 30 through June 1. Drivers from all over the Rocky Mountain Empire, many from Oklahoma, Texas and Kansas, as well as some from the West Coast are headed here, it was reported.

Among cars listed are an Elva Mk. XI, two Lotus Elevens, a 2-liter Maserati, several Ferraris and ample machinery from all classes.

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Gough Industries, Inc., Southern California distributor of the MG, Austin-Healey, Morris and Austin, today announced price reductions of $50-$200. John R. D. Beazley, general manager of Gough's automotive division, said a drop in overseas shipping costs and increased production made the price cuts possible.

HANKS ON AIR

INDIANAPOLIS, May 26 — Sam Hanks, last year's 500-mile winner, recently named to an executive post here, will interview this year's winner for NBC listeners. Broadcast is Friday, May 30, and will originate from the Belond-AP Parts Special garage at the speedway. Incidentally, Hanks picks Jimmy Bryan, Phoenix flash, to win in the same mount Hanks used. The Indianapolis radio network will be in operation once more, officials said.

HEATH SCORES AGAIN

GARDENA, May 24. — Northridge's one-handed driving ace, Allen Heath, made it two consecutive over his URA midget auto rivals as he won the 30-lap feature here at Gardena Stadium tonight before 3500. Runner-up was Roy Prosser and Johnnie Wood was third. Time: 8:26.46.

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Tracy Chart Repeated

(ED NOTE: A line was inadvertently ommited from a portion of the chart for the feature race May 11 at Tracy Airport, and is being reprinted herewith.)

RACE 11—Modified cars over 1500cc. Senior drivers. 30 laps.

				D	E
1	Jack McAfee	Porsche	188		
2	Sam Weiss	Ferrari	55		1
3	Charles Howard	Maserati	138		2
4	Eldon Beagle	Porsche	12		
5	Jack Graham	Aston Martin	4	1	
6	Rod Carveth	Aston Martin	54	2	
7	Jack West	Porsche	141		
8	Bob O'Brien	Alfa Disco	53		3
9	Mick Marston	AH Spec.	42	3	
10	Russell May	Porsche	90		
11	Malcolm Shroyer	MGTD	189	4	

SEBRING DRIVER CHANGES

The official Sebring results listed George Arents, Jr., as driver of the Ferrari GT that finished 7th overall. MOTORACING has since been informed by J. Edward Hugus that the car was co-driven by George Reed and Digger O'Dell. Also, he points out that the DNF No. 23 Ferrari that crashed was the one driven by Chet Flynn, not No. 19. The latter was handled by John Fitch and Hugus. Late driver changes accounted for the published errors.

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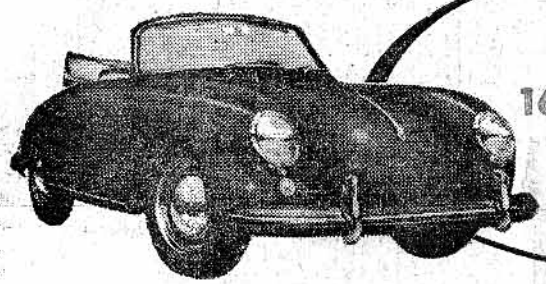

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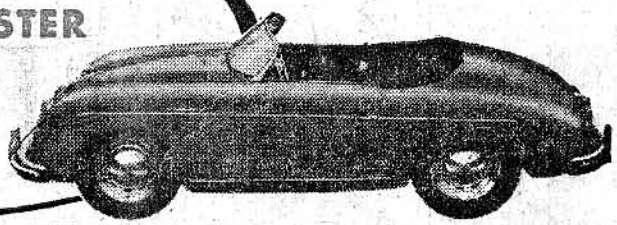

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